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BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 401

IN THE MATTER OF:

Served October 27, 1964

Applications of Washington,)
Virginia and Maryland Coach)
Company, Inc., for Authority)
to Establish Routes 3-V and)
5-C.)

Applications Nos. 279 & 280

Docket No. 62

The Washington, Virginia and Maryland Coach Company, Inc., filed two applications seeking an amendment of Certificate of Public Convenience and Necessity No. 4 (issued to it by Order No. 367), authorizing it to establish two regular route operations, designated as 3-V and 5-C, as more particularly described in the applications. Notice of the applications and hearing thereon was in compliance with Commission instructions. The applications were the subject of a consolidated hearing on October 1, 1964. One protest was received, being a letter from the Director, National Park Service, Department of the Interior, which objected to the grant of any authority to operate bus service over the George Washington Memorial Parkway. No one appeared at the hearing in opposition to the applications. The hearing was conducted by two presiding officers.

The General Manager of the carrier testified in behalf of the applications, and sponsored four (4) exhibits, which were admitted into evidence and made a part of this proceeding.

He testified that the service sought has been operated under temporary authority for approximately three (3) months. Route 3-V is a rush-hour express service between Vienna, Virginia and Washington, D. C., via designated streets. This proposal will add new service for Vienna, Vienna Woods subdivision, and Dun Loring subdivision, and add additional service over the balance of the route. Route 5-V would provide a new local service between junctions U. S. Highway 29-211 -- Virginia Highway 650 and South Court House Road -- Virginia Highway 123, and also connect the areas of Seven Corners, Falls Church, Tremont Gardens, Merrifield, Dun Loring Woods, Vienna, Tysons Corner, Lewinsville, McLean, Langley, the CIA, and downtown Washington.

This witness also testified that numerous requests for the above service had been made and that in his opinion the trial period generated sufficient patronage to justify the service. Exhibit No. 2 was a petition for the service signed by approximately two hundred people.

Despite the fact that the letter of the National Park Service was received after the time authorized for filing protests had expired, and otherwise fails to meet our procedural requirements, the Commission will consider it. This is done over the strenuous objection of the applicant, who has had no opportunity to examine its author. It is obvious that the sole purpose of the letter was to safeguard the legal position of the Park Service in judicial proceedings currently being litigated that involve jurisdictional limits of that department and this agency. Suffice it to say that our statutory duty requires us to certify as to the convenience and necessity requirements of the public. It is for the carrier to meet any requirements adopted by the Signatories and the Park Service pursuant to their "normal and ordinary" police powers.

Upon the evidence adduced in this proceeding, the Commission is of the opinion and finds that the present and future public convenience and necessity require the proposed service, that the applicant is fit, willing and able to perform it properly and to conform to the provisions of the Act and the rules, regulations, and requirements prescribed thereunder, and that its Certificate of Public Convenience and Necessity No. 4, issued previously, be amended accordingly.

THEREFORE, IT IS ORDERED THAT:

1. The Washington, Virginia and Maryland Coach Company, Inc., be, and it is hereby, authorized to establish Routes 3-V and 5-C in the following manner:

ROUTE 3-V:

Inbound:

From intersection of Virginia Highway 123 and South Court House Road, thence southwest on Virginia Highway 123, east on Pleasant Street, southeast on South Court House Road, east on Plum and Cottage Streets, north on Cedar Lane, east on Bowling Green Drive and Cottage Street, south on Virginia Highway 650, east on U. S. 29 and 211, cross Key Bridge, east on M Street and Pennsylvania Avenue, around Washington Circle, east on K Street, south on 10th Street, west on E Street, and north on 11th Street to terminal stand.

Outbound:

From terminal stand, north on 11th Street, west on K Street, around Washington Circle, west on Pennsylvania Avenue and M Street, cross Key Bridge, west on U. S. 29 and 211, north on Virginia Highway 650, west on Cottage Street and Bowling Green Drive, south on Cedar Lane, west on Cottage Street, Plum Street and South Court House Road to terminal stand.

ROUTE 5-C:

Inbound:

From terminal stand in the Seven Corners Shopping Center, northerly on Virginia Highway 7, west on U. S. 29 and 211, north on Virginia Highway 650, west on Cottage Street, Plum Street, and South Court House Road, northeasterly on Virginia Highway 123, through CIA roadways, east on Virginia Highway 123 and George Washington Memorial Parkway, cross Key Bridge, east on M Street and Pennsylvania Avenue, around Washington Circle, east on K Street, south on 10th Street, west on E Street and north on 11th Street to terminal stand.

Outbound:

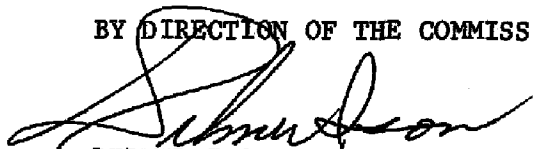
From terminal stand, north on 11th Street, west on K Street and return over the same route.

2. That Washington, Virginia and Maryland Coach Company Inc., Certificate of Public Convenience and Necessity No. 4 be, and it is hereby, amended, on the effective date of this Order, by incorporating First Revised Page 8, cancelling Original Page 8, shown in Appendix A attached hereto and made a part hereof.

3. That the temporary authority heretofore granted be, and it is hereby, extended an additional thirty (30) days from date of issuance hereof.

4. That Paragraph 3 of this Order become effective upon issuance hereof, and in all other respects, this Order become effective thirty (30) days after date of issuance thereof.

BY DIRECTION OF THE COMMISSION:


DELMER ISON
Executive Director

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points and access and interchange routes, and return over the same route.

- *No. 47 From junction Lee Highway (U. S. Highway 29-211) and Dun Loring Road (Virginia Highway 650) over Dun Loring Road to Cottage Street, over Cottage Street to Bowling Green Drive, over Bowling Green Drive to Cedar Lane, over Cedar Lane to Cottage Street, over Cottage Street to Plum Street, over Plum Street to South Court House Road, over South Court House Road to Virginia Highway 123 and return over the same route.

The authority granted herein to operate over interchange points and access and interchange routes shall be construed to authorize only operations essential to the performance of transportation service over routes specifically described and authorized herein.

NOTE: The repetition of route description with respect to the highways over which operations are authorized herein shall not be construed as granting more than a single operating right over said highways.

IRREGULAR ROUTES:

Passengers and their baggage;

(a) CHARTER OPERATIONS:

Round-trip or one-way;

(1) From points in Washington, D. C., the City of Fairfax and that portion of Arlington and Fairfax Counties, Virginia, north and west of U. S. Highway 350 (Shirley Memorial Highway), to Arlington County Line, Virginia State Highway 244 to Annandale, Virginia State Highway 236, to Guinea Road (Route 651), to Braddock Road (Route 620), to intersection U. S. Highway 29-211, over 29-211 to Fairfax County line, to points in the Metropolitan District.

(2) From the Dulles International Airport and the Washington National Airport, Virginia, to points in the Metropolitan District.

(b) SPECIAL OPERATIONS:

Round-trip or one-way;

Between points on its regular routes in Virginia except the Dulles International Airport, authorized herein, on the one hand, and points within the District of Columbia, on the other.